

# THE BROOKLYN BRIDGE CYCLE PATHS WILL BE PRESENTED TO TRUSTEES TO-DAY

YORK JOURNAL, MONDAY, NOVEMBER 8, 1897.

## CYCLE ROUTE FOR BROOKLYN BRIDGE IN SAFETY.

THE CYCLE PATH NEW YORK SIDE

THE PATHWAY ACROSS THE SPAN

THE CYCLE PATH BROOKLYN SIDE

### Committee Representing 200,000 Riders Will Make a Strong Plea for Their Adoption.

If They Are Unsatisfactory, Others That Have Been Approved by Engineers Will Be Submitted.

The following committee, representing the four big organizations of bicyclists of Greater New York, the New York Consulate, of the League of American Wheelmen, the Good Roads Association, of Brooklyn and Long Island, and the Associated Cycling Clubs, of New York, will to-day call upon the trustees of the Brooklyn Bridge and lay before them a plan for a cycle path across the bridge. Dr. Louis Le Roy, M. H. Beland, Jr., Eugene La Manna, H. B. Fullerton, Theodore Kirsch, Michael Furst, J. B. House and James O'Neill. These committee men will voice the wishes of some 200,000 riders in the metropolitan district. They will set forth in no uncertain terms the pressing necessity for a path, and will urge the officials, who are the people's trustees in the management of this thoroughfare, to make a plan for a cycle path across the bridge. They will also urge the officials to make a plan for a cycle path across the bridge. They will also urge the officials to make a plan for a cycle path across the bridge.

A bicycle path such as has been shown in perspective in the Journal could be built over the bridge, I believe. It would be necessary to have uprights and cross beams designed and rolled in order to connect the space between the present train sheds and the points where the small girders over the cable tracks end. The chief difficulty lies at the New York end of the structure. It might be necessary to extend the bridge cycle path over Park row and Centre street to the City Hall Park back of the Register's office. But with the cyclists taking the matter up, with the Journal to lead them, order ought to be brought out of the chaos likely to involve the cyclists in the immediate future.—WALTER M. MESEROLE, civil engineer, and member of the L. A. W.

Bridge now if they can help it. When the idea of riding over the bridge was first suggested, even the experts who have fate and the trucks nowadays stood against it. Then the bridge officials said, "Why don't the bicyclists present a plan themselves. If they are so disposed to criticize our suggestions?"

This plan is only a suggestion, conceived from work done on Western railroads, where the question of grades is a very important matter. It has been offered merely as the work of an ordinary wheelman and turned over to the organization known as the Good Roads Association. Regarding the viaduct which would have to be erected on Park row in order to carry the rider down a comfortable grade to the surface at Mail street, such a structure could be erected at a small cost and without marring the appearance of the thoroughfare or interfering with street traffic.—EUGENE LA MANNA, civil engineer, and member of the G. R. A.

The primary object wheelmen have in view now is to get a path across the bridge. When the trolley cars are introduced on the bridge wheelmen will be practically crowded off. For them to thread their way among trucks and trolley cars will be both dangerous to them and confusing to the drivers and motormen. The Journal's agitation of the subject insures ultimate success.—ISAAC B. POTTER, President of the League of American Wheelmen.

The Register's office, and thence along Park row to Mail street, where it would slant down to the street grade. It was admitted that this plan might have some criticism on account of the elevated roadway along Park row from the bridge to Mail street, but it was argued that following this plan the rider could mount his wheel at either end of the bridge and ride to the other end without dismounting. If serious opposition to this plan develops it is likely that the plan put forth by the Journal, providing for an exit back of the Register's office in one of the small dotted plots of City Hall Park will be adopted.

When these gentlemen came before the bridge trustees today they will recall to them the statement made by Engineer Martin that the Journal and L. A. W. plans are feasible and have the endorsement of such eminent men as Mayor Wurstler, President Potter, of the League of American Wheelmen, George E. Miner, New York county League of American Wheelmen; Walter M. Meserole and W. H. McGilroy, eminent civil engineers, and others.

More than that, they will declare that the following organizations unanimously support the plan: The Associated Cycling Clubs of Long Island, comprising the Brooklyn Bicycle Club, South Brooklyn Wheelmen, Liberty Wheelmen, Kings County Wheelmen, Bushwick Wheelmen, Williamsburg Wheelmen, Columbia Wheelmen, Long Island City Wheelmen, Pennock Wheelmen, Logan Wheelmen, Tannock Wheelmen, Orient Wheelmen, Central Wheelmen, Prospect Wheelmen, Dutchman's Neck Wheelmen, Waverly Bicycle Club, Indian Cycle Club, Union League Wheelmen, the Cycle Club of Brooklyn, Patchogue Wheelmen, Long Island Wheelmen, Twenty-third Regiment Wheelmen and the Whirling Dervishes.

1. The Good Roads Association of Brooklyn, which has just been enlarged to include all of Long Island, and which has a membership of about 6,000.

2. The local committee of the League of American Wheelmen, with a membership of 5,000 or more in this city and 2,000 and upward in Brooklyn.

3. The Cyclists' Federation of New York, with a membership of 2,200.

4. The Metropolitan Association of Cycling Clubs, which comprises the following organizations: Harlem Wheelmen, Riverside Wheelmen, Manhattan Wheelmen, Metropolitan Wheelmen, Gramercy Wheelmen, Prospect Wheelmen, Hudson County Wheelmen, Castle Point Wheelmen, Elizabeth (N. J.) Wheelmen, Union County Wheelmen, Newark Wheelmen, Jersey City Club, Brooklyn Ramblers, Tourist Club, Elizabeth Cycle Club, N. J.; Greenwich Wheelmen, Triumph Wheelmen, Columbia Wheelmen, Yorkville Wheelmen, Metropolitan Wheelmen, Golden Rod Wheelmen and Catholic Wheelmen.

If this array of names does not impress the trustees who promised to take care of the wheelmen when the trolley cars are introduced, it is hard to see how they can be introduced. The trustees have taken the matter up and submit the accompanying plan. If the bridge engineering force can propose any alterations that will add to

### Relief of Some Kind Must Be Afforded the Army of Cyclists Without Delay.

I am pleased with that part of the Journal's plan for a cycle path across the bridge which provides for a direct approach. Cyclists can put up with a sharp grade, if it is a short one. It is clear to every one that after the trolley cars begin to run on the bridge driveways, there will be no room for cyclists. The Journal deserves the gratitude of all wheelmen for taking the initiative in agitating the construction of a bridge path exclusively for bicycles.—Interview with G. E. MINER, Consul of the League of American Wheelmen.

### In Case the Bridge Officials Obdurate, Assemblage of Men Will Appeal to the Legislature.

the safety, sightliness or ease of structure their efforts will be welcomed, but one thing will be insisted upon: The idea must not be pigeonholed. The present Board of Trustees will introduce a plan for delay because they are not sure they can be succeeded by a Commissioner of Bridge for the five boroughs of Greater New York on January 1. They promised to take of the wheelmen, now they have an opportunity to fulfill that promise. At least they can inaugurate the work. There is not a single man in the city who is not not be any undue sensitiveness that the plan might be obstructed by the incompetent municipal authorities. For Mayor-elect Wyck is a bicyclist; President of the Board of Brooklyn Grant is an enthusiastic rider and spoke most cordially at the meeting of the Good Roads Association a week or two ago, and several others who sit on the local boards of street opening, improvements, etc., are anxious to see the cyclists provided with a safe means of transit across the bridge as the club, who will present these arguments.

The following letter from President Board of the Board of Trustees, to the League of American Wheelmen will be handy for reference:

I wish to assure you that the bridge authorities have always been ready to do all that is in their power to make the bridge safe and comfortable for all users. I am sure that you will understand the position of the bridge authorities, and will be able to take action in a practical and reasonable manner. With one trustee thus committed, Mr. Manna, if he is able to be present, will be able to present a plan in detail. It is to be hoped that it will be made after he had completed his measurements, calculations, and careful study of the bridge, which the bridge engineers will build the necessary details of construction.

### MAYOR GLEASON SCORES A POINT.

Indictment Against Him May Prove to Be Defective.

An important decision was rendered in Long Island City yesterday by Supreme Court Justice Maddox. It was that the present Grand Jury of Queens County was illegally constituted, and the Court discharged it from further consideration of any cases. Although the court is in session, the decision of the judge leaves Queens County without a Grand Jury, and cases that have been acted upon by the Grand Jury and indictments found will, no doubt, be thrown out.

Mayor Patrick Jerome Gleason, John W. Moore, Commissioner of Public Works; William Schmidt, President of the Common Council, and Mayor Gleason, were indicted by the Grand Jury for removing public property. The officials named composed the Grand Jury of Long Island City. Charges were made to the Grand Jury that the Commissioners shut down the city water plant in favor of the outside Water Company, a private corporation, of which Mayor Gleason was alleged to be the principal owner. The Mayor and others were arraigned in court and pleaded not guilty to the indictments against them, but no date was set for trial.

Lavergne Van Vachtien & Delevan, counsel for Mayor Gleason, appeared before Judge Maddox yesterday and challenged the right of Peter A. Leininger, William Schmidt, and John W. Moore, to sit on the Grand Jury. They asked the judge to remove them from the Grand Jury. Judge Maddox said he would examine the men. The first of all was Leininger.

### HIGHWAYMEN HOLD UP A PACK PEDLER.

Attempt to Rob and Then Beat Him in Broad Daylight.

Morris Engelberger, a pack pedler, of No. 54 Sheriff street, this city, had a desperate encounter with two highwaymen on a lonely spot on Old Mill road, near Crescent street, Brooklyn, in broad daylight yesterday afternoon.

Engelberger was trudging along with his pack on his back, when a wagon, in which were two men and a boy, drove up behind him. One of the men jumped out of the wagon and got in front of the pedler, at the same time asking to see what was in the pack. Seeing a trade the pedler started to comply, but before he could do so the man seized the pack, threw it into the wagon, jumped in after it and attempted to drive off. This he was prevented from doing by Engelberger, who caught hold of the horse's head and shouted for help.

The two men jumped from the wagon and pitched into the pedler, and the man who was in an unpropitious condition when Captain Stillwell and Captain Brown, two old salts, ran to the spot. They held the men until the police arrived. The man who was in an unpropitious condition when Captain Stillwell and Captain Brown, two old salts, ran to the spot. They held the men until the police arrived. The man who was in an unpropitious condition when Captain Stillwell and Captain Brown, two old salts, ran to the spot. They held the men until the police arrived.

### GAVE HER LIFE FOR HER PATIENT.

Miss Martin Contracted Fever While Nursing Mrs. Alfred.

There is mourning in the Home for Trained Nurses, at No. 124 State street, Brooklyn, due to the death of one of their number, Miss Marie E. Martin. The young woman was buried at her old home in Onondaga, N. Y., yesterday.

Miss Martin was attending a patient, Mrs. Frederick Alfred, of No. 308 E. Donoghue street, up to two weeks ago. Mrs. Alfred was suffering with typhoid fever, and Miss Martin contracted the disease. She was taken to the Nurses' Home, and had to be removed to the Long Island College Hospital.

Miss Martin, who was a woman twenty-eight years of age, was a general favorite with physicians and nurses alike. The best medical skill was enlisted to save her, and her sister nurses showed her every attention.

### CENSUS BOOK IS DEARER THAN LIFE.

John Alafberg Would Drown Rather Than Wet the Covers.

With the school census book held high and dry above his head, Policeman John Alafberg sank slowly into the mud of Bedford Creek.

Life is dear to John Alafberg, but the names of the little boys and girls of the Canarsie school district are still more precious. The ponderous book, which weighs 250 pounds, had tramped many weary miles collecting those names, and he would die rather than lose the census book.

But the diligent officer did not perish, and, greater luck, the census book was saved. Two heavy women dragged John from Bedford Creek like a scalded pig, and he was taken to the police station. The census taker plunged down into the mud, and the book was saved. The census taker plunged down into the mud, and the book was saved.

## AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of *Chas. H. Fletcher* on every wrapper. This is the original "PITCHER'S CASTORIA," which has been used in the homes of the mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought *Chas. H. Fletcher* on the and has the signature of *Chas. H. Fletcher* wrapper. No one has authority from me to use my name except The Centaur Company, of which Chas. H. Fletcher is President.

March 8, 1897. *Samuel Pitcher, M.D.*

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